**NOTE**

If new linings are being installed, file off the leading edge of each shoe a little (Figure 18) so that the brake will not grab when applied.

9. Install the brake panel assembly into the brake drum.

10. Install the front wheel as described in this chapter.

NOTE

When installing the front wheel, be sure that the brake panel is indexed onto the locating pin on the right-hand fork leg. This is necessary for proper brake operation.

11. Adjust the front brake as described in Chapter Three.

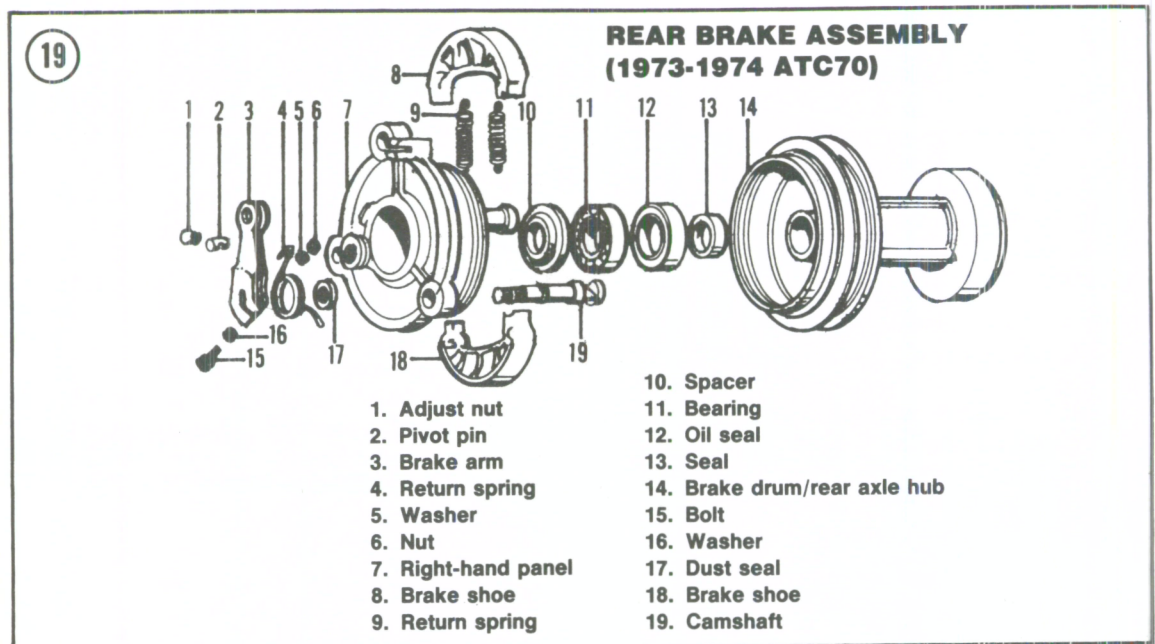
REAR BRAKE

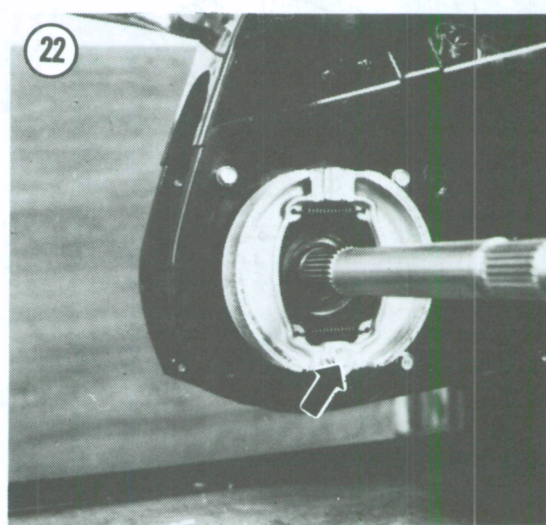
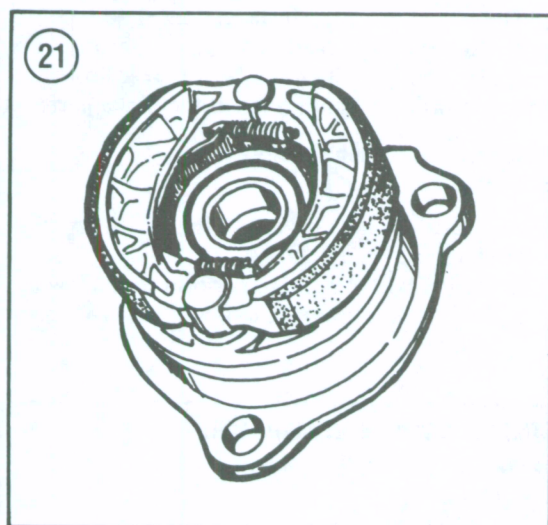
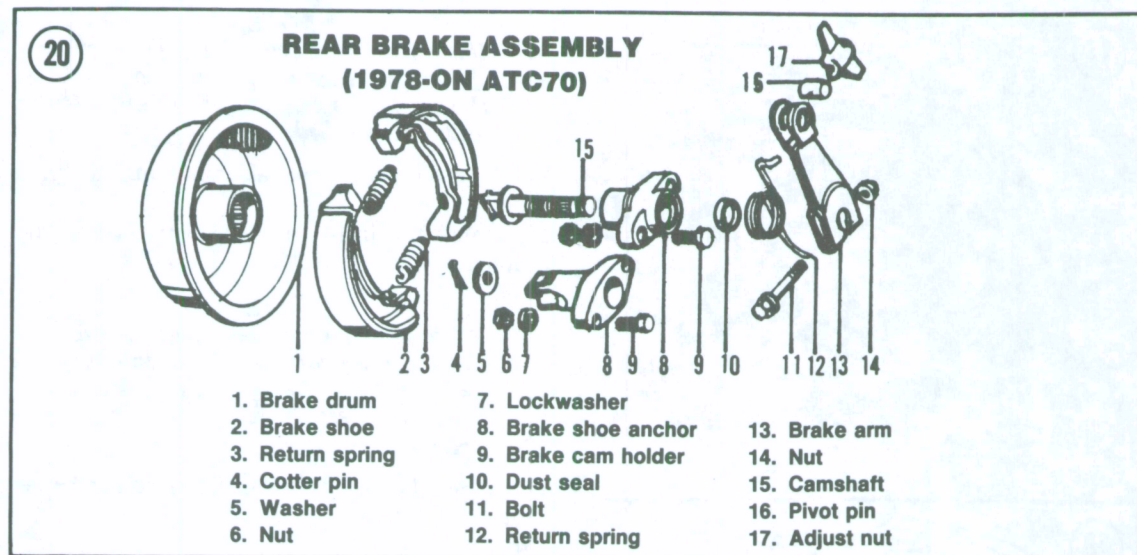
The rear brake is a single-leading shoe type. In order to service the rear brake, the majority of the rear axle components must be removed from the frame in order to gain access to the brake parts.

Removal/Disassembly/Installation (70 cc)

Refer to Figure 19 and Figure 20 for this procedure.

- 1A. On 1973-1974 models, perform the following:
- Remove the rear axle as described in Chapter Eight.

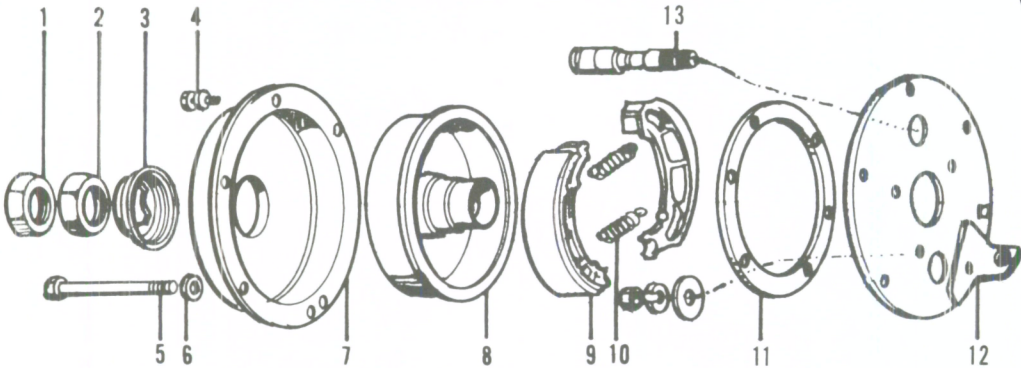




- b. Wrap the linings with a clean shop cloth, pull up on the center of the linings and remove the linings and return springs from the right-hand panel (Figure 21).
- 1B. On 1978-on models, perform the following:
 - a. Remove the rear axle as described in Chapter Eight.
 - b. Remove the cotter pin and washer (Figure 22) on the brake anchor.
 - c. Wrap the linings with a clean shop cloth, pull up on the center of the linings and remove the linings and return springs.
2. Remove the springs and separate the shoes.
3. Inspect all brake components as described in this chapter.
4. Install by reversing these removal steps, noting the following.
5. Grease the cam and pivot post with a light coat of molybdenum disulfide grease; avoid getting any grease on the brake plate where the linings come in contact with it.
6. Attach the return springs to the brake shoes.
7. Hold the brake shoes in a "V" formation with the return springs attached and snap them in place on the right-hand panel or brake backing plate. Make sure they are firmly seated on it.

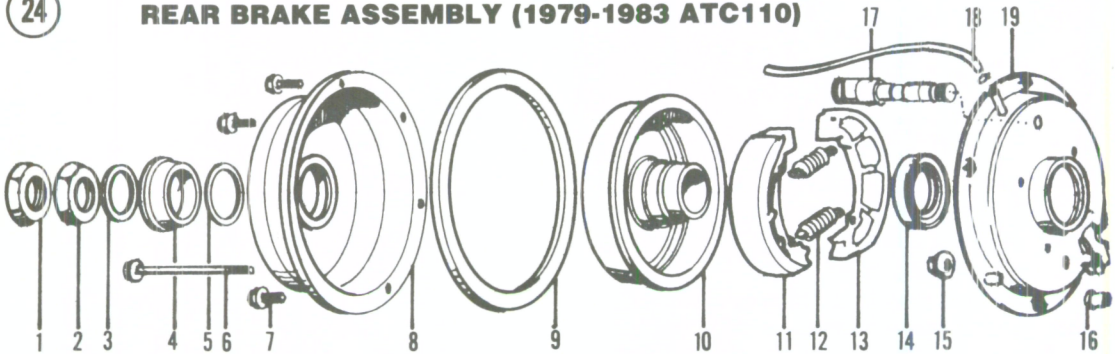
NOTE

If new linings are being installed, file off the leading edge of each shoe a little (Figure 18) so that the brake will not grab when applied.

REAR BRAKE ASSEMBLY (ATC90)**23**

1. Brake drum nut (outer)
2. Brake drum nut (inner)
(except 1970-1974 models)
3. Seal washer
4. Bolt
5. Bolt
6. Washer

7. Brake drum cover (outer)
8. Brake drum
9. Brake shoe
10. Return spring
11. Gasket
12. Brake drum cover (inner)
13. Camshaft

24**REAR BRAKE ASSEMBLY (1979-1983 ATC110)**

1. Brake drum nut (outer)
2. Brake drum nut (inner)
3. Conical washer
4. Dust seal
5. O-ring
6. Bolt
7. Screw
8. Brake drum cover (outer)
9. Gasket
10. Brake drum

11. Brake shoe
12. Return spring
13. Brake shoe
14. Oil seal
15. Nut
16. Drain plug
17. Camshaft
18. Vent tube
19. Brake drum cover (inner)

Removal/Disassembly
(90-125 cc)

Refer to **Figures 23-25** for this procedure.

1A. On 1970-1974 ATC90 models, perform the following:

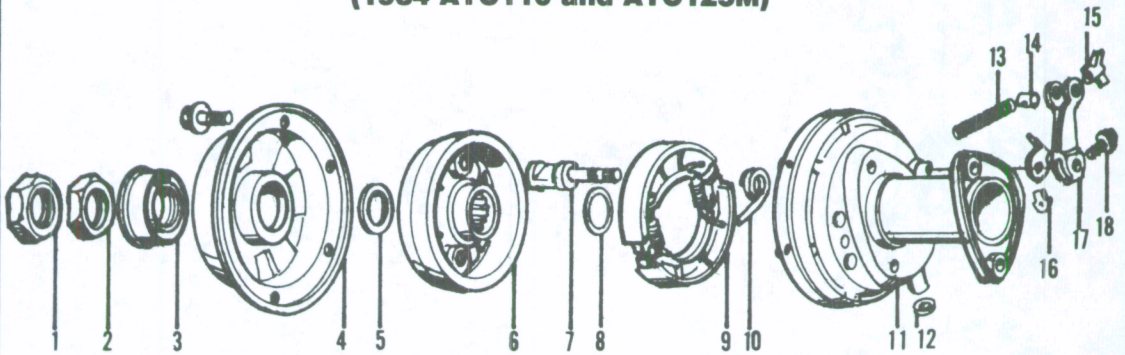
- a. Remove the rear axle as described in Chapter Eight.

- b. Remove the nut securing the brake drum and the sealing washer.
- c. Slide off the brake drum.

1B. On 1975-on ATC90 and 1979-1983 ATC110 models, perform Steps 1-15 of *Rear Axle and Driven Sprocket Removal/Installation* in Chapter Eight.

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REAR BRAKE ASSEMBLY (1984 ATC110 and ATC125M)



1. Brake drum nut (outer)
2. Brake drum nut (inner)
3. Dust seal
4. Brake drum cover
5. Washer
6. Brake drum
7. Camshaft
8. O-ring seal
9. Brake shoe

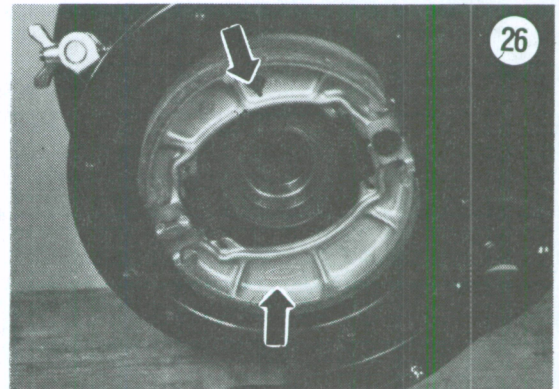
10. Brake arm return spring
11. Rear axle bearing holder
12. Drain plug
13. Spring
14. Pivot pin
15. Adjust nut
16. Nut
17. Brake arm
18. Bolt

1C. On 1984 ATC110 and ATC125M models, perform Steps 1-17 of *Rear Axle and Driven Sprocket Removal/Installation* in Chapter Eight.

2. Slide off the brake drum.
3. Wrap the linings with a clean shop cloth, pull up on the center of the linings and remove the linings and return springs (Figure 26).
4. Remove the springs and separate the shoes.
5. Inspect all brake components as described in this chapter.
6. Install by reversing these removal steps, noting the following.
7. Grease the cam and pivot post with a light coat of molybdenum disulfide grease; avoid getting any grease on the brake plate where the linings come in contact with it.
8. Attach the return springs to the brake shoes.
9. Hold the brake shoes in a "V" formation with the return springs attached and snap them in place on the brake backing plate. Make sure they are firmly seated on it.

NOTE

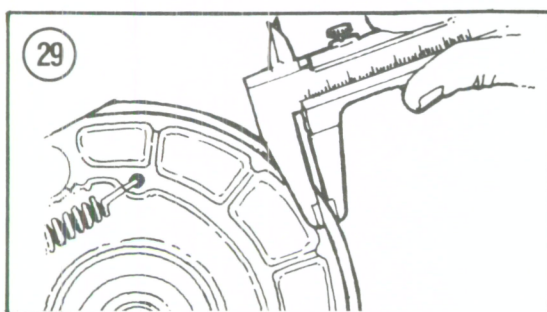
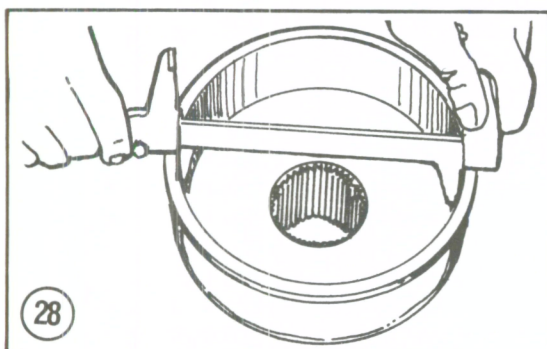
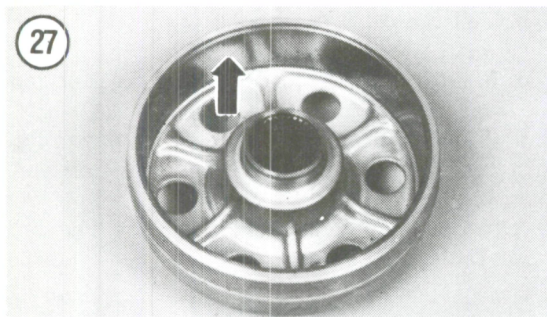
If new linings are being installed, file off the leading edge of each shoe a little (Figure 18) so that the brake will not grab when applied.



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Inspection (All Models)

1. Thoroughly clean and dry all parts except the linings.
2. Check the contact surface of the drum (Figure 27) for scoring. If there are grooves deep enough to snag a fingernail, the drum should be reground and new shoes fitted. This type of wear can be avoided to a great extent if the brakes are disassembled and thoroughly cleaned after riding the ATC in water, mud or deep sand.



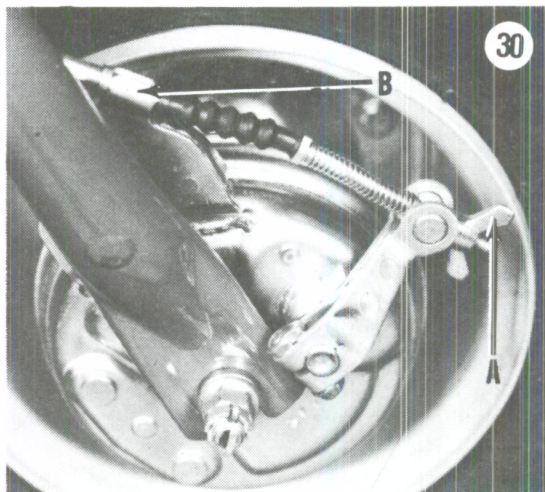
NOTE

If oil or grease is on the drum surface, clean it off with a clean rag soaked in lacquer thinner—do not use any solvent that may leave an oil residue.

3. Use a vernier caliper (**Figure 28**) and check the inside diameter of the drum for out-of-round or excessive wear. The standard new brake drum inside diameter and service limit dimension is listed in **Table 1**. Replace any drum that is worn to the service limit or greater.

4. If the drum is turned, the linings will have to be replaced and the new linings arced to the new drum contour.

5. Inspect the linings for imbedded foreign material. Dirt can be removed with a stiff wire brush. Check for traces of oil or grease. If they are contaminated, they must be replaced.



6. Use a vernier caliper and measure the brake linings (**Figure 29**). They should be replaced if worn to the service limit listed in **Table 1** or less.

7. Inspect the cam lobe and the pivot pin for wear and corrosion. Minor roughness can be removed with fine emery cloth.

8. Inspect the brake shoe return springs. If they are stretched, they will not fully retract the brake shoes from the drum, resulting in a power-robbing drag on the drums and premature wear of the linings. Replace as necessary and always replace as a pair.

BRAKE CABLE

Brake cable adjustment should be checked periodically as the cable stretches with use and increases brake lever free play. Free play is the distance that the brake lever travels between the released position and the point when the brake shoes come in contact with the drum.

If the brake adjustment as described in Chapter Three can no longer be achieved, the cable must be replaced.

Remember that the rear brake can be activated either by the brake lever on the left-hand side of the handlebar or the foot pedal (except ATC70 models).

Front Brake Cable Replacement

1. Place the ATC on level ground and set the parking brake or block the wheels so the vehicle will not roll in either direction.

2. At the brake assembly completely unscrew the adjusting nut (A, **Figure 30**).

3. Pull the brake cable out of the pivot pin in the brake lever.

4. Disconnect the cable from the receptacle on the backing plate (B, **Figure 30**).

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